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SIGN DESIGN AND FABRICATION

- THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) SIGN CODES PROVIDED IN THESE PLANS REFER TO THE 2009 MUTCD WITH IT'S LATEST REVISIONS. DESIGN DETAILS FOR SIGNS INDICATED ON THE PLANS, AS FOUND IN THE STANDARD HIGHWAY SIGNS AND MARKINGS BOOK (SHSM), SHALL BE PER THE 2004 SHSM AND THE 2012 SUPPLEMENT TO THE 2004 EDITION.
- SIGN SHEETING FOR FLUORESCENT YELLOW (FY) AND FLUORESCENT YELLOW-GREEN (FYG) SHALL BE ASTM D4956 TYPE VII, VIII OR IX. ALL OTHER SIGN SHEETING SHALL BE TYPE IV. ALL COLORS SHALL CONFORM WITH THE STANDARD COLORS ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) AND APPROVED BY FHWA UNLESS OTHERWISE NOTED.
- SHEETING TYPES AND SHEETING FABRICATED BY DIFFERENT MANUFACTURERS SHALL NOT BE MIXED ON A SINGLE SIGN ASSEMBLY. SHEETING COLOR/TYPE SHOULD BE BY THE SAME MANUFACTURER AND SHOULD BE CONSISTENT THROUGHOUT THE PROJECT.
- SIGN BASE MATERIAL FOR ALL STREET NAME SIGNS SHALL BE EITHER 0.125 INCH THICK FLAT SHEET ALUMINUM OR EXTRUDED ALUMINUM WITH A 0.250 INCH THICK FLANGE AND 0.090 INCH MINIMUM WEB THICKNESS.
- ALL NEW SIGNS SHALL HAVE THE TOWN NAME LISTED ON THE BACK SIDE OF THE SIGN.
- UNLESS OTHERWISE NOTED ON THE PLANS, ALL SIGN THICKNESSES SHALL BE PER THE CHART ON VAOT STANDARD T-2.

SIGN POSTS

- CONTRACTOR SHALL VERIFY SLOPE CONDITIONS AT EACH SIGN LOCATION TO DETERMINE PROPER SIGN POST LENGTH BEFORE BEGINNING WORK.
- ALL SQUARE STEEL SIGN POSTS SHALL BE INSTALLED IN A NEW ANCHOR. ALL SIGNS INSTALLED IN PAVED OR CONCRETE ISLANDS, BRICK PAVERS OR SIDEWALKS SHALL ALSO BE INSTALLED WITH AN 18" SLEEVE. SQUARE STEEL SIGN POSTS PAID UNDER CONTRACT ITEM 675.341. PAYMENT FOR SLEEVE SHALL BE INCIDENTAL TO THE SIGN POST. SEE VAOT STANDARD T-45 FOR ADDITIONAL DETAILS.
- 1.75" SQUARE STEEL POSTS SHALL BE 14 GAUGE STEEL. 2" AND 2.5" SQUARE STEEL POSTS SHALL BE 12 GAUGE STEEL.
- SOME EXISTING SIGNS MAY BE EMBEDDED IN PAVEMENT OR CONCRETE. ALL COSTS ASSOCIATED WITH REMOVING SIGNS FROM CONCRETE OR PAVEMENT WILL BE CONSIDERED INCIDENTAL TO ITEM 675.50 REMOVING SIGNS.
- DIAMOND-SHAPED ADVANCE WARNING SIGNS 36" AND LARGER WILL REQUIRE TWO POSTS. ASSEMBLIES WITH TWO 30 INCH DIAMOND-SHAPED SIGNS WILL REQUIRE TWO POSTS. POST SPACING SHALL BE AS FOLLOWS.

30" SIGN	15-20"
36" SIGN	18-24"
48" SIGN	24-32"

TEMPORARY TRAFFIC CONTROL NOTES

- ALL TRAFFIC CONTROL DEVICES SHALL BE IN COMPLIANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), VAOT "STANDARD DRAWINGS" AND THE SPECIAL PROVISIONS. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND SHALL BE INSTALLED AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE INCIDENTAL TO CONTRACT ITEM 641.10 TRAFFIC CONTROL.
- USE OF THE FOLLOWING MUTCD TYPICAL APPLICATIONS IS ANTICIPATED AND SHALL BE USED DURING THIS PROJECT:
 TA-1 WORK BEYOND THE SHOULDER.
 TA-4 SHORT-DURATION OR MOBILE OPERATION ON A SHOULDER.
 TA-6 SHOULDER WORK WITH MINOR ENCROACHMENT.
 TA-10 LANE CLOSURE ON A TWO-LANE ROAD USING FLAGGERS.
 TA-17 MOBILE OPERATION ON A TWO-LANE ROAD.
 TA-22 RIGHT-HAND LANE CLOSURE ON THE FAR SIDE OF AN INTERSECTION.
 TA-23 LEFT-HAND LANE CLOSURE ON THE FAR SIDE OF AN INTERSECTION.
 TA-26 CLOSURE IN THE CENTER OF AN INTERSECTION.
 TA-30 INTERIOR LANE CLOSURE ON A MULTI-LANE STREET.
- WHEN WORKING IN THE VICINITY OF EXISTING PEDESTRIAN FACILITIES, AMERICANS WITH DISABILITIES ACT (A.D.A) ACCESSIBLE PEDESTRIAN ACCOMMODATIONS SHALL BE MAINTAINED AT ALL TIMES. PAYMENT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR CONTRACT ITEM 641.10 TRAFFIC CONTROL.
- THE CONTRACTOR SHALL PROVIDE ACCESS THROUGH THE WORK ZONE FOR EMERGENCY VEHICLES AT ALL TIMES.
- THE CONTRACTOR SHALL CONDUCT THE WORK AT ALL TIMES IN SUCH A MANNER AND IN SUCH SEQUENCE SO AS TO ENSURE THE LEAST INTERFERENCE WITH TRAFFIC OCCURS.
- TEMPORARY TRAFFIC CONTROL SIGNS SHALL ONLY BE VISIBLE TO MOTORISTS AT THE TIMES WHEN THE MESSAGE IS PERTINENT, E.G. A "FLAGGER AHEAD" SIGN SHALL ONLY BE VISIBLE TO MOTORISTS WHEN THE FLAGGER IS ACTUALLY PRESENT PERFORMING THEIR DUTIES.
- THE BID PRICE FOR TRAFFIC CONTROL, ITEM 641.10, SHALL INCLUDE BUT IS NOT LIMITED TO ALL OF THE FOLLOWING, AS NEEDED: APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VAOT STANDARDS. ALL ADJUSTING, RELOCATING AND REMOVING OF THESE DEVICES AS DIRECTED BY THE ENGINEER SHALL ALSO BE INCLUDED.
- AS THE CONSTRUCTION OPERATION MOVES, FLAGGER SIGNS SHALL BE MOVED ACCORDINGLY. AT NO TIME SHOULD THE FLAGGER SYMBOL SIGN BE MORE THAN 1000 FEET FROM THE FLAGGER STATION. FLAGGER SIGNS SHALL BE COVERED OR TURNED AWAY FROM TRAFFIC WHEN FLAGGING OPERATIONS CEASE FOR LONGER THAN 15 MINUTES.
- SEE VAOT STANDARD T-1 FOR ADDITIONAL TRAFFIC CONTROL CONSIDERATIONS. DURING MORNING AND EVENING COMMUTE TIMES, ALL TRAVEL LANES MUST BE OPEN AND UNOBSTRUCTED AS TO NOT DELAY COMMUTER TRAFFIC.

SIGN INSTALLATION

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE TO PRIVATE OR PUBLIC PROPERTY CAUSED BY THE CONTRACTOR, AT THE CONTRACTOR'S EXPENSE AND AT NO COST TO THE STATE.
- ALL SIGNS WITHIN THE PROJECT LIMITS ARE TO BE REPLACED, UNLESS OTHERWISE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. SIGN LOCATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE; EXACT LOCATIONS TO BE DETERMINED IN THE FIELD.
- ALL SIGN PLACEMENT SHALL BE IN CONFORMANCE WITH VAOT STANDARD E-121 STANDARD SIGN PLACEMENT CONVENTIONAL ROADS, UNLESS OTHERWISE NOTED.
- ALL SIGNS, FRAMES, MOUNTING HARDWARE, POSTS, AND ANCHORS FOR ANY SIGN ASSEMBLY SHALL BE REPLACED AT THE SAME TIME. MIXING OF OLD AND NEW SIGNS ON THE SAME ASSEMBLY WILL NOT BE ALLOWED.
- NEW SIGNS, WITH THEIR GREATER NIGHTTIME RETROREFLECTIVITY, CAN OBSCURE OLDER SIGNS MOUNTED IN CLOSE PROXIMITY TO THEM. TO AVOID CONFUSION OF ROAD USERS, WORK SHALL BE COORDINATED SUCH THAT ALL SIGNS ASSOCIATED WITH A CURVE, INTERSECTION OR SPEED LIMIT CHANGE SHALL BE REPLACED ON THE SAME DAY AND NOT LEFT INCOMPLETE OR A MIXTURE OF OLD AND NEW SIGNS WITHIN A GROUP OF ASSOCIATED SIGNS.
- DIG SAFE NOTE: UTILITIES ARE NOT SHOWN ON PLANS. CONTRACTORS MUST CONTACT "DIG SAFE" AT 1(888)344-7233 [1(888)DIG-SAFE] BEFORE EXCAVATING, DRILLING OR DRIVING SIGN POSTS. IF SIGN LOCATION IS IN CONFLICT WITH UNDERGROUND UTILITIES, THE SIGN LOCATION SHALL BE ADJUSTED TO ELIMINATE THE CONFLICT. FINAL SIGN LOCATION SHALL BE REVIEWED AND APPROVED BY THE ENGINEER.
- EXISTING UNDERGROUND AND AERIAL FACILITIES ARE LOCATED THROUGHOUT THE ENTIRE PROJECT AREA. OWNERSHIP OF THESE FACILITIES INCLUDES OPERATIONAL UTILITY COMPANIES, MUNICIPALITIES AND INDIVIDUAL PROPERTY OWNERS. THESE UNDERGROUND AND AERIAL FACILITIES WILL NOT REQUIRE ADJUSTMENT DURING CONSTRUCTION OF THIS PROJECT. THE CONTRACTOR IS CAUTIONED TO PROTECT THESE FACILITIES FROM DAMAGE.
- ALL NEW SIGN INSTALLATIONS, IF NEAR A UTILITY POLE, SHALL BE NO CLOSER THAN 10 FEET FROM THE UTILITY POLE.

STREET NAME SIGN INSTALLATION

- SIDE ROAD STREET NAME SIGNS, COMMONLY INSTALLED PERPENDICULAR TO APPROACHING MAINLINE TRAFFIC, SHALL BE POSITIONED IN SUCH A WAY AS TO ENSURE THE BEST POSSIBLE VISIBILITY TO APPROACHING MAINLINE TRAFFIC FROM EACH DIRECTION. IN MOST CASES WHERE THE SIDE ROAD STOP SIGN POSITION WOULD NOT BE SUITABLE FOR A TOP-MOUNTED STREET NAME SIGN, OR DUE TO OTHER SITE-SPECIFIC CONSTRAINTS, THE STREET NAME SIGN MAY BE INSTALLED A MINIMUM OF SIX FEET FROM THE EDGE OF PAVEMENT OF THE MAINLINE ROUTE TO THE NEAREST EDGE OF THE SIGN.
- SEE VAOT STANDARD T-56 NOTE 2 FOR STREET NAME SIGNS WITH A LENGTH EXCEEDING 42-INCHES.
- TOP-MOUNTED STREET NAME SIGNS SHALL REQUIRE 12 INCH MOUNTING BRACKETS. MOUNTING BRACKET AND ALL MOUNTING HARDWARE WILL BE CONSIDERED INCIDENTAL TO ITEM 675.20 TRAFFIC SIGNS, TYPE A.
- IF EXISTING STREET SIGNS ARE SALVAGED, THEY SHALL BE RE-INSTALLED PER THE ABOVE NOTES OR AS DIRECTED BY THE ENGINEER.
- STREET NAME SIGNS FOR PRIVATE ROADS SHALL BE RETAINED, UNLESS OTHERWISE NOTED OR AS DIRECTED BY THE ENGINEER.
- ALL STREET NAME SIGNS ARE TWO-SIDED UNLESS NOTED OTHERWISE.

GENERAL NOTES

- MILE MARKER PLAQUES WILL NOT BE INCLUDED AS PART OF THIS PROJECT. THE ONLY NEW MILE MARKER PLAQUES THAT WILL BE PART OF THE PROJECT ARE AT TOWN LINES. MILE MARKERS ON EXISTING SIGN ASSEMBLIES SHOULD BE REMOVED AND SALVAGED. BRIDGE PLAQUES WILL NOT BE REPLACED AS PART OF THIS PROJECT.
- CCTA SIGNS SHALL BE REMOVED AND SALVAGED IF ON THE SAME POST WITH A MUTCD SIGN, RETAIN IF ON THEIR OWN POST.
- PED. SIGNAL PUSH BUTTON SIGNS WILL NOT BE INCLUDED AS PART OF THE PROJECT.
- SELECTIVE CUTTING OF BRUSH OR TREE BRANCHES IN THE IMMEDIATE VICINITY OF A SIGN MAY BE NECESSARY TO PROVIDE FULL VISIBILITY FOR ANY EXISTING (RETAINED) OR NEW SIGN LOCATION. THIS WORK WILL BE PERFORMED AT THE DIRECTION OF THE ENGINEER AND PAID FOR UNDER CONTRACT ITEM 201.31 THINNING AND TRIMMING FOR SIGNS. THIS WORK SHALL BE DONE AT THE SAME TIME THE SIGN IS INSTALLED, OR AS DIRECTED BY THE ENGINEER. ALL SIGNS SHALL BE FULLY VISIBLE FROM THE APPROACHING TRAVEL LANE REFER TO DETAIL ON SHEET 6.
- ALL EXISTING SIGNS NOT SHOWN ON THE TRAFFIC SIGN SUMMARY SHEETS SHALL BE RETAINED.

PROJECT NAME:	WINOOSKI-CAMBRIDGE
PROJECT NUMBER:	STPG SIGN(55)
FILE NAME: z15+006+yp.dgn	PLOT DATE: 6/14/2016
PROJECT LEADER: M. FOISY	DRAWN BY: G. BARRETT
DESIGNED BY: G. BARRETT	CHECKED BY: M. FOISY
PROJECT NOTES	SHEET 2 OF 192

